



Spring 2023

"TWIN CITY SIGHT SEER" CAR AT INDIAN MOUNDS PARK, ST. PAUL, MINN.



2367-1



The Maria-Fort Snelling line shared 7th Street through downtown with the Randolph-Hazel Park, Mahtomedi, St. Clair-Payne and, until 1948, Dale-Phalen, which moved to 4th Street. Here a westbound Randolph-Hazel Park car is in the retail center between Robert and Minnesota Streets, having just passed the Emporium and Golden Rule department stores. Bob Mehlenbeck photo.

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Aaron Isaacs, Editor
3816 Vincent Avenue South
Minneapolis, MN 55410
612-231-8989
aaronmona@aol.com

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The Maria Line

-Aaron Isaacs

The Maria line was short and rather lightly patronized, but still interesting. It started as a horsecar on East 7th Street, a trunk shared with several other lines. The track was extended east on 7th from Jackson Street to Lafayette in 1872, then west to 7 Corners and east to Kittson Street in 1884. In 1885 the tracks were laid on the bridge over the Trout Brook valley railroad corridor to Maria Avenue. In 1887 the line split to follow Maria across the face of Dayton's Bluff to Plum Street, just past where I-94 is today. That year and in 1888 construction continued up the long East 7th Street hill to Duluth Avenue.

The mile-long 5 percent grade up 7th Street was a tough haul for horses, so in 1889 the East 7th Street line was converted to cable car. The Maria line became a shuttle feeding the cable car instead of running all the way downtown.

Electrification reached the Maria line in 1891, which was extended east on Hudson Road to Earl Street. It still functioned as a shuttle to the cable car. Finally in 1893 the cable line was electrified and the Maria cars again ran through to downtown.



Front cover: When TCRT began building its own streetcars in 1898, it immediately deployed some of the first ones in scheduled Sightseer service, which ran twice daily. One of the tour stops was Indian Mounds Park at the end of the Maria line. The short extension to the park was removed in 1909, probably when the Sightseer cars stopped running. V. O. Hammon postcard.



The Maria line started as a horsecar, but the downtown portion was replaced in 1889 by the East 7th Street cable car. That ended in 1893 when the cable line was electrified.

Above: This is the downtown cable terminal, looking east from 7th and Wabasha. Lower left: From 1889 to 1893 Maria passengers had to use one of these blue transfers to the cable cars to go downtown.

Below: A fare ticket for the cable car.



More extensions were coming. In 1894 the line was extended south on Earl Street to Indian Mounds Park. There the line remained until 1909 when it was cut back from Indian Mounds Park to Burns Avenue. That appears to correspond with the end of daily scheduled sightseer streetcars that visited the park.

In 1914 single track was laid east on



through service begun. That required cutting the line back one block to English Street and building an off-street wye there.

The Maria line continued a quiet existence. From 1893 to 1902 it terminated downtown. From 1902 to 1939 it was through routed with Rondo Avenue. For the rest of its existence it was through routed with the West 7th Street line to Fort Snelling.

The base frequency was every 20 minutes weekdays, with added trips during the rush hours. Saturday was every 20 minutes and Sundays every 30 minutes. Hourly owl cars ran during the overnight seven days a week. Running time from Burns & English to 7th & Wabasha downtown was 17 minutes.

Conductors were eliminated in 1932 except for rush hours, then for all service in 1933.

Hudson Road was US Highway 12, the primary route to Wisconsin and Chicago. After World War II the Minnesota Highway Department decided to move the highway traffic off the city street. It acquired a new right of way along the south edge of Hudson Road, demolished all the buildings on the south side of the street, and built a new highway that passed under Earl Street. The block of Maria Avenue that extended across the new highway south of Hudson Road and the short block of Plum Street between Maria and Hudson Road disappeared. They were replaced by a shorter, direct connection between Maria and Hudson. The streetcar also crossed the new Earl Street bridge over Highway 12. The line relocations were opened on March 1, 1949.

Along with most of the entire St. Paul system except for the three interurbans, the Maria line was replaced by buses in 1952.



Above: This is the "owl" lineup at 7th & Wabasha. Pausing to exchange passengers are the St. Clair-Payne, Maria-Fort Snelling, Randolph-Hazel Park, Dale-Phalen and Mahtomedi cars.

Left: Looking east on 7th Street from Robert Street about 1910. V. O. Hammon postcard.

Burns to Clarence Street, an extension mandated by the city over TCRT's objections. TCRT served it with a double-ended shuttle car. Because ridership was so light, to reduce cost it ran with only a motorman and no fare was charged. The line was known for serving as a kind of rolling day car center, with mothers putting their children on to ride free.

That situation lasted until 1931, when the shuttle was eliminated and

WEEKDAY							
WESTBOUND				EASTBOUND			
Leave Burns & English	Leave 7th & Wabasha	Leave Ft. Snelling	Leave 7th & Wabasha	Leave Burns & English	Leave 7th & Wabasha	Leave Ft. Snelling	Leave 7th & Wabasha
AM 4:41 PM 2:58	AM 5:00 PM 2:55	AM 4:33 PM 2:33	AM 5:00 PM 2:56	AM 4:41 PM 2:58	AM 5:00 PM 3:15	AM 4:33 PM 2:53	AM 5:00 PM 3:16
5:28 3:18	5:45 3:15	5:33 2:53	5:25 3:11	5:43 3:18	6:00 3:35	5:33 3:13	6:00 3:36
5:43 3:35	6:00 3:35	5:59 3:13	5:45 3:16	6:03 3:48	6:20 3:50	6:19 3:33	6:00 3:36
6:20 4:03	6:37 4:05	6:35 3:53	6:10 3:56	6:32 4:18	6:49 4:20	6:50 4:13	6:22 4:11
6:47 4:35	7:04 4:35	7:05 4:28	6:42 4:16	7:02 4:45	7:14 4:50	7:17 4:40	6:58 4:31
7:17 4:59	7:19 5:02	7:32 4:52	7:13 4:36	7:32 5:09	7:34 5:14	7:47 5:04	7:28 4:51
7:47 5:21	7:49 5:26	8:02 5:16	7:40 5:03	8:02 5:36	8:04 5:38	8:17 5:28	7:55 5:15
8:13 5:41	8:19 5:53	8:33 5:43	8:10 5:27	8:32 5:51	8:34 6:08	8:53 6:05	8:25 5:39
8:47 6:06	8:49 6:23	9:13 6:29	8:40 5:51	9:02 6:23	9:04 6:40	9:33 6:59	8:56 6:06
9:18 6:43	9:19 7:00	9:53 7:29	9:16 6:28	9:38 6:48	9:35 7:30	10:13 7:59	9:36 6:52
9:58 7:14	9:55 8:00	10:33 8:29	9:56 7:22	10:18 7:44	10:15 8:30	10:53 8:59	10:16 7:52
10:38 8:14	10:35 9:00	11:13 9:29	10:36 8:22	10:58 8:44	10:55 9:30	11:33 9:59	10:56 8:52
11:18 9:14	11:15 10:00	11:53 10:29	11:16 9:22	11:38 9:44	11:35 10:30	12:13 11:03	11:36 9:52
11:58 10:14	11:55 11:00	12:33 11:40	11:56 10:22	12:38 11:14	12:35 11:30	1:13 12:36	12:36 11:26
12:58 11:44	12:55 12:30	1:33 1:36	12:56 12:00	1:18 AM 12:15	1:15 1:00	1:53 2:36	1:16 12:30
1:38 12:45	1:35 2:00	2:13 3:36	1:36 1:00	1:58 1:41	1:55 3:00	2:16 2:00	1:56 2:00
2:18 2:41	2:15 4:00	2:16 3:00	2:16 3:00	2:38 3:41	2:35	2:36 4:00	2:36 4:00

FORT SNELLING- MARIA LINE

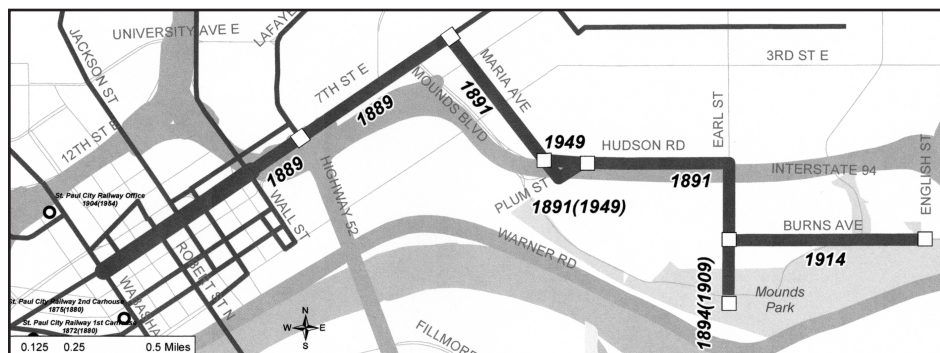


Schedule subject to change without notice

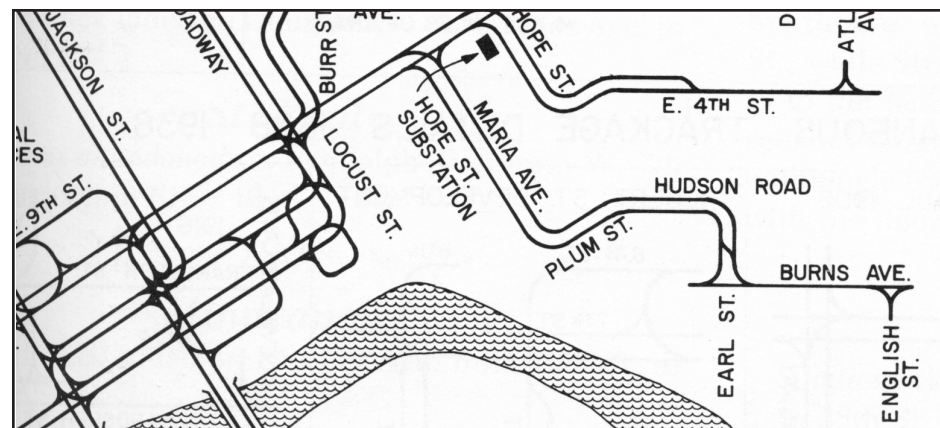
SATURDAY							
WESTBOUND				EASTBOUND			
Leave Burns & English	Leave 7th & Wabasha	Leave Ft. Snelling	Leave 7th & Wabasha	Leave Burns & English	Leave 7th & Wabasha	Leave Ft. Snelling	Leave 7th & Wabasha
AM 4:41 PM 2:58	AM 5:00 PM 3:15	AM 4:33 PM 2:53	AM 5:00 PM 3:16	AM 4:41 PM 4:13	AM 5:00 PM 4:30	AM 4:33 PM 3:59	AM 5:00 PM 4:22
5:43 3:18	6:00 3:35	5:33 3:13	6:00 3:36	5:41 4:43	6:00 5:00	5:36 4:29	6:00 4:52
6:13 3:38	6:30 3:55	6:07 3:33	6:30 3:56	6:15 5:13	6:30 5:30	6:29 4:59	6:52 5:22
6:38 3:58	6:55 4:15	6:33 3:53	6:56 4:16	6:43 5:43	7:00 6:00	6:57 5:29	7:20 5:52
6:58 4:18	7:15 4:35	6:53 4:13	7:16 4:36	7:13 6:13	7:30 6:30	7:29 5:59	7:52 6:22
7:18 4:38	7:35 4:55	7:13 4:33	7:36 4:56	7:43 6:43	8:00 7:00	7:59 6:29	8:22 6:52
7:38 4:58	7:45 5:15	7:33 4:53	7:56 5:16	8:13 7:14	8:30 7:30	8:29 6:59	8:52 7:22
7:58 5:18	8:15 5:35	7:53 5:13	8:16 5:36	8:43 7:44	9:00 8:00	8:59 7:29	9:22 7:52
8:18 5:38	8:35 5:55	8:13 5:33	8:36 5:56	9:13 8:14	9:30 8:30	9:29 7:59	9:52 8:22
8:38 5:58	8:55 6:15	8:33 5:53	8:56 6:16	9:43 8:44	10:00 9:00	9:59 8:29	10:22 8:52
8:58 6:18	9:15 6:35	8:53 6:13	9:16 6:36	10:13 9:14	10:30 9:30	10:29 8:59	10:52 9:22
9:18 6:38	9:35 6:55	9:13 6:33	9:36 6:56	10:43 9:44	11:00 10:00	10:59 9:29	11:22 9:52
9:38 6:58	9:55 7:15	9:33 6:53	9:56 7:22	11:13 10:14	11:30 10:30	11:29 9:59	11:52 10:22
9:58 7:18	10:15 7:34	9:53 7:29	10:16 7:52	11:43 10:44	12:00 11:00	11:59 10:29	12:22 10:52
10:18 7:44	10:35 8:00	10:13 7:59	10:36 8:22	12:13 11:14	12:30 11:30	12:29 11:03	12:52 11:26
10:38 8:14	10:55 8:30	10:33 8:29	10:56 8:52	12:43 11:44	1:00 AM 12:00	12:59 11:40	1:22 AM 12:00
10:58 8:44	11:15 9:00	10:53 8:59	11:16 9:22	1:13 AM 12:15	1:30 12:30	1:29 AM 12:10	1:52 12:30
11:18 9:14	11:35 9:30	11:13 9:29	11:36 9:52	1:43 12:45	2:00 1:00	1:59 12:36	2:22 1:00
11:38 9:44	11:55 10:00	11:33 9:59	11:56 10:22	2:13 1:41	2:30 2:00	2:29 1:36	2:52 2:00
11:58 10:14	12:15 10:30	11:53 10:29	12:16 10:52	2:43 2:41	3:00 3:00	2:59 2:36	3:22 3:00
12:18 10:44	12:35 11:00	12:13 11:03	12:36 11:26	3:13 3:41	3:30 4:00	3:29 3:36	3:52 4:00
12:38 11:14	12:55 11:30	12:33 11:40	12:56 AM 12:00	3:43	4:00		
12:58 11:44	1:15 AM 12:00	12:53 AM 12:10	1:16 12:30				
1:18 AM 12:15	1:35 12:30	1:13 12:36	1:36 1:00				
1:38 12:45	1:55 1:00	1:33 1:36	1:56 2:00				
1:58 1:41	2:15 2:00	1:53 2:36	2:16 3:00				
2:18 2:41	2:35 3:00	2:13 3:36	2:36 4:00				
2:38 3:41	2:55 4:00	2:33	2:56				

SPECIAL SCHEDULE ON FOLLOWING HOLIDAYS
NEW YEARS, MEMORIAL DAY, 4th of JULY,
LABOR DAY, THANKSGIVING and CHRISTMAS

This is the first schedule for the buses that replaced the Maria line in 1952.



This map shows the construction dates for the Maria line, including the short-lived extension to Mounds Park and the 1949 Highway 12 reroute.



This pre-1949 track map shows Plum Street, the single track on Burns Avenue and the unusual against-the-traffic crossover on Earl Street to reach the single track.

RONDO & MARIA										
Week-day Schedule No.4682										
Run No. 12										
Station	PM Rlf						Rlf			
7th & Maria	1254						704			
Burns Ave.	106	216	326				716	831	946	1101
7th & Broadway										1244
7th & Wabasha	122	232					732	847	1002	1117
Rondo & Griggs	141	251					753	908	1023	1146
7th & Wabasha	155	305					807	922	1037	1200
7th & Maria			333							*209
Station			Rlf							215

Platform Time..... 9:50
 Allowed Time..... 10
 Total Time..... 10:00 * Connect with owl car.

Return this card when assignment is completed

This is a run card. It shows a day's run for a motorman and conductor working out of Duluth Street Station on St. Paul's East Side. They ride a streetcar to 7th & Maria where they relieve another crew at 12:54PM. They are in turn relieved at 3:33PM. Then back to work with another relief at 7:04PM, finally pulling into the carbarn at 2:15AM. 10 hours of work spread over 13 hours and 21 minutes.

RONDO & MARIA										
Weekly Schedule No. 4682										
5:40AM to 8:14AM						8:26AM to 4:42 AM				
Burns Ave.										
To 7th & Maria	8								7	
To Broadway	4								4	
To 7th & Wabasha	6-18								5-16	
5:30AM to 4:02PM						4:12PM to 6:24PM				
6:32PM to 5:00AM										
7th & Wabasha										
To Farrington	7								7	
To Griggs	7-14								8-15	
5:53AM to 8:02AM						8:11AM to 5:15AM				
Griggs										
To Farrington	8								7	
To 7th & Wabasha	7-15								7-14	
5:30AM to 4:05PM						4:15PM to 6:25PM				
6:35PM to 5:00AM										
7th & Wabasha										
To 7 & Broadway	5								6	
To Maria	4								4	
To Burns Ave.	7-16								7-17	



Above: This is a running time guide to the Rondo & Maria line, showing how running time varied by time of day due to traffic and ridership.

Because this is a newspaper photo, we know that something is blocking the line, backing up these streetcars on East 7th Street at Broadway on the east edge of downtown. Grand-Mississippi and Dale-Phalen cars turned the corner onto Broadway to reach 4th Street, their route through downtown. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.



We've run this photo before, but it's the only one we have showing East 7th Street east of downtown. St. Clair-Payne cars turned onto Lafayette next to the two streetcars. Climbing partway up the 5 percent grade, the Maria line turned right at St. John's Hospital, the big building at upper right. Ramsey County Historical Society collection.



A couple blocks east of Lafayette, 7th Street crosses the multi-track railroad throat that occupied the valley of Trout Brook. Here the bridge is being replaced. The above view looks west, with the Soo Line freight house prominent at right. Note the Stillwater interurban. The other view looks east, with St. John's Hospital at right. Both Minnesota Historical Society collection.





A downtown-bound Maria streetcar on Earl Street approaches Hudson Road where passengers wait to board. The postman is making his rounds. Hudson Road is still Highways 12 and 61. Note how the tracks have a wider separation so streetcars can meet on the curve without scraping. Minnesota Historical Society collection.



These photos show the same view of the Hudson Road and Earl Street intersection before and after the Highway 12 grade separation. St. Paul Dispatch-Pioneer Press photo, Minnesota Historical Society collection.





Above: Looking north on Earl Street, a Minnesota Railfans Excursion has just taken the crossover to access the single track on Burns Avenue. The track at left is for shortline cars to wye out.
Below: Looking east on Burns from Earl. Both Bob Schumacher photos.



Two views taken near the east end of the Burns Avenue single track. The above one looks west, the below one looks east with the wye visible.





The Burns and English wye was unusual, being off-street and cut into an embankment.

Above: Bob Schumacher photo.

Below: Don Ross photo.



Horace Lowry's obituary

Minneapolis Journal August 22, 1931

Thomas Lowry gave trolley transportation of a high quality to the Twin Cities. His son, Horace Lowry, whose untimely death has shocked this community, saved the high quality of trolley transportation for the Twin Cities.

The work of the second Lowry was as important, and required as much ability and diligence, as the work of the first Lowry. Whereas longtime franchises on a five cent fare basis were regarded as reliable gold mines a generation ago, they were becoming white elephants about the time Horace Lowry, upon the death of Calvin G. Goodrich (in December 1915), succeeded to the administration of the transit system his father had founded.

Rising operating costs, rising material costs, jitney competition, bus competition, the private automobile, labor troubles, and demagogic political insistence that street railways be strangled in order to force public ownership, wrecked erstwhile first class trolley systems all over the Country in the years that Horace Lowry was President of Twin City Lines.

Mr. Lowry had all these things to contend with. And he won out. He maintained service of the highest class in spite of every obstacle. He kept his employees satisfied and he kept his customers satisfied. He even silenced the political critics of private ownership. And this life shortening work he did so quietly and unobtrusively that the public scarcely realized that a man's sized task and a man-killing task was being performed by this retiring traction chief who said little and did much. Truly Horace Lowry was the able son of an able father.

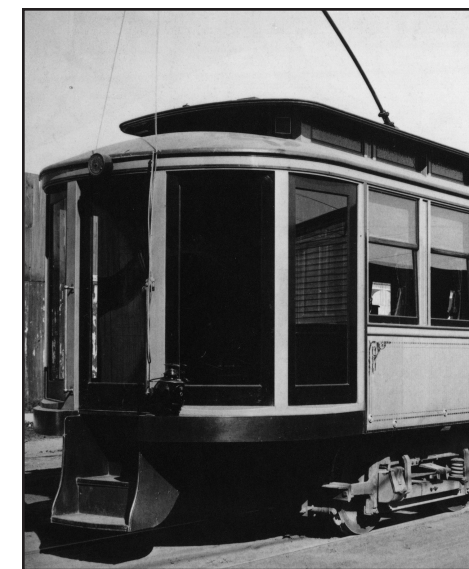
Lowry died of a heart attack at age 51.

Trolley pole retrievers, and unexpected mirrors

-Aaron Isaacs

In the beginning there were no trolley pole retrievers. There was a trolley rope that hung loose, with its end was wrapped around whatever was handy in the vicinity of the rear gates. According to vintage rule books, the conductor was required to keep a hand on the rope whenever the car passed under overhead wire frogs, or any other location where dewirement might be a risk.

Retrievers were created to minimize the damage due to a dewirement (when the trolley pole leaves the wire). The trolley wheel is held against the wire by powerful springs. When the pole dewires, it flies upward and can easily snag the overhead wire. Even though power to the streetcar is interrupted, the car is still moving and the pole can pull down the wire, which can also damage the pole. If this goes on long enough, a snagged wire can break the poles that hold up the over-



An early trolley pole retriever mounted on the side of a Lowry private

head. Every TCRT streetcar had a spare trolley pole stored on the roof in case any of these bad things happened.

Trolley retrievers were created to prevent that kind of damage. Inside the retriever, the rope is wound around a spring-loaded reel. When the retriever detects a sudden upward movement of the pole, the spring immediately reels in the trolley rope, thus lowering the pole, preventing it from snagging anything.

The first evidence we have of a TCRT retriever is on Thomas Lowry's private car, built in 1898. It appears that TCRT took their time phasing in retrievers. Witness the photo at right of car #1213 with no retriever about 1913.

Even when retrievers were initially installed, there were two trolley ropes, one to the retriever and the traditional loose one secured to the gate. We see this in photos of cars built as late as 1915. This implies that the early retrievers weren't reliable and a manual backup was required.

TCRT's standard wood cars received two generations of retrievers. Both were manufactured by the Trolley Supply Company. The first appears to have been their No. 2 model, patented in 1902. They seem to have been mostly replaced by the No. 5 model, yet the last gate cars used on the Inter-campus line had No. 2 retrievers through the end of service in 1954 (see Page 14).

MSM's cars 265, 1300 and 1239 currently have No. 5s. A couple of years ago Dennis Stephens purchased a trio of No. 2s at a farm sale. John Prestholdt has restored one of them and it may be installed on car 1239 as part of backdating that car to its 1921 appearance.

Once retrievers were purchased, they were mounted below the rear window. For the first time the trolley rope was within easy reach of mischief-

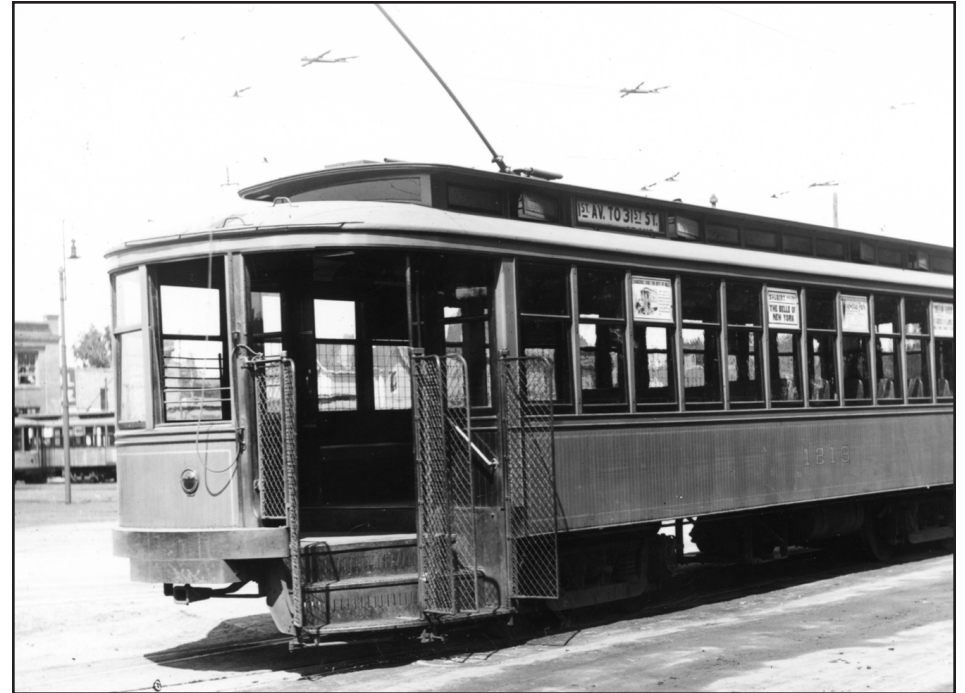


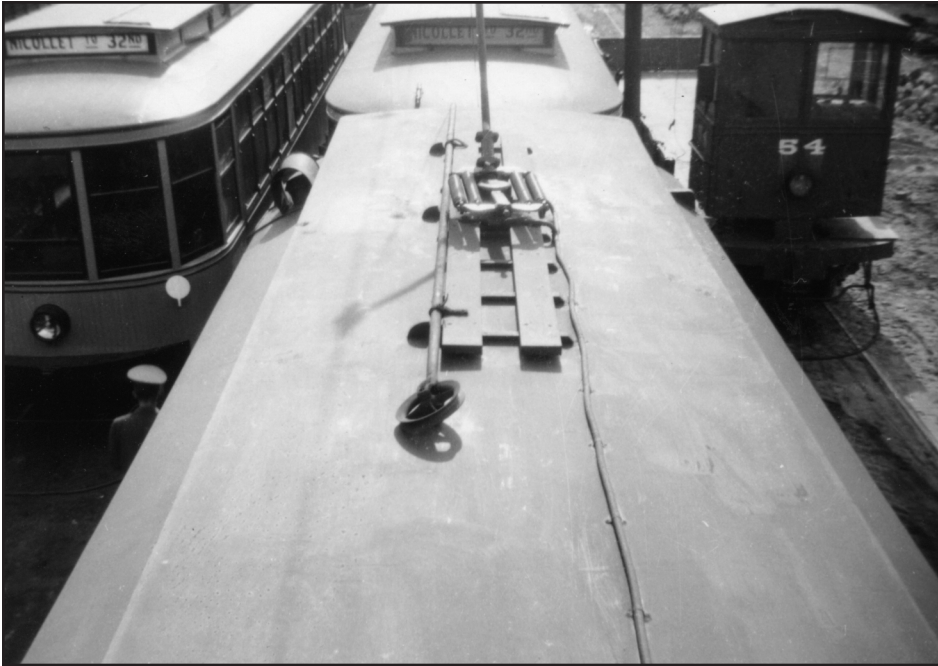
Our museum has this No. 2 retriever (above), and a No. 5 (below) mounted on car 1300. Aaron Isaacs photos.



Above right: Here's car 1313 with no retriever, parked outside Nicollet Station about 1913.
Below right: Car 1775 as built in 1915. It's equipped with a No. 5 retriever, yet still has two trolley ropes.

vous boys, who quickly learned how to pull the rope and dewire the car. Although streetcar pranks took many forms, pulling the trolley pole off the wire was by far the most common. Many elderly gentlemen riding our museum streetcars have admitted to pulling the trolley as a kid. Motormen and conductors hated it. It delayed them, and resetting the retriever is a strenuous task.





Above: Because of the potential of dewiring and damaging the trolley pole, every streetcar carried an extra pole.
Below: Car 1269, recently retired from the Inter-Campus line and redeployed as the State Fair office car in 1953, still has a No. 2 retriever. Art Rusterholz photo.



Above: A recently delivered PCC in the Snelling Station yard sports one of the upward-facing mirrors.
Below: On a 1953 MRA fantrip at Prior and University, PCC #406's mirror is gone, although the bracket remains. Bob Schumacher photo.



When TCRT purchased PCC cars after World War II, test PCC #299, originally destined for Pittsburgh, arrived with the retriever mounted above the rear window. That prevented grabbing the trolley rope from the ground, which deterred the kids, but required crew members to do it from inside the car. That meant leaning out the cramped rear window and either groping blindly for the rope or twisting around awkwardly to try and see it. TCRT's solution was a small upward-facing mirror mounted below the rear window. The idea was to look down into the mirror to see where your hands should go. We have a photo of the first PCC to be delivered, #300, on a test run and there's no mirror, implying that TCRT installed them as a retrofit.

The mirrors only appear in early photos of the PCC cars. Later they're conspicuously absent. Facing up, they were likely quickly dirtied by rain, dust and trolley wheel grease. In winter they likely iced over and were useless. It's clear the company gave up on them.

Another use for rear view mirrors

All the streetcars were equipped with rear view mirrors hung on the right front of the car. The mirrors allowed the motorman to see the rear passenger gates or doors. A few of these mirrors were mounted on the front of car houses and offices to allow the management inside a better view of what was happening on the street. We have photos of the mirrors hanging on 31st Street Station, its successor Nicollet Station and the Duluth Street Railway office building. All the other carbarns have bay windows, so mirrors were necessary.



Above: Locating the retriever above the rear windows made it awkward to find and grab the rope, as demonstrated by this shopman outside East Side Station. Ed Nelson photo.

Below left: A rear view mirror installed outside the Nicollet Station office to better monitor passing streetcars.

Below right: The Duluth Street Railway office building has rear view mirrors mounted outside both the first and second story windows.



Lagoon and Holmes waiting shelter

-Aaron Isaacs

Another vintage streetcar waiting shelter has been hiding in plain sight, but we never realized it. The late Phil Epstein brought it to my attention. It's located on Lagoon Avenue just west of Hennepin Avenue, a short block from the Walker Library and Uptown Theater. It's brick and concrete, with a Spanish tile roof.

It sits at the intersection of Lagoon Avenue and Holmes Avenue, but that's not immediately obvious. Holmes appears to be the private parking lot between two rows of vintage apartment buildings. It functions as such, but is still technically a public street. The apartments were built in 1915-1916 and the shelter shares the same materials and architectural look. It's located in the exact middle of

Holmes Avenue, which is divided into separate north- and southbound traffic lanes.

The shelter served the St. Louis Park line, which originated downtown and shared the Como-Harriet tracks to Lagoon and Hennepin, before turning west on Lagoon. In 1912 a large bathhouse was opened on the north shore of Lake Calhoun. It immediately attracted large crowds, overwhelming the St. Louis Park line's limited service. TCRT responded in 1913 by building wyes at Lagoon and Holmes and at Lake Street and Excelsior Boulevard, just west of the beach. Summer shuttle service was added between those two points.

The two Lagoon and Holmes apartment buildings were opened in 1915-1916, directly across from the wye. We don't know if they built the shelter as an amenity or were required to do so by the city. In any event, it would have seen plenty of summer use from

beachgoers transferring off the Como-Harriet, Oak-Harriet and Selby-Lake lines. Quite a few St. Louis Park line riders would have boarded there after shopping in Uptown or transferring from other lines.

The St. Louis Park line was converted to bus in 1938. The downtown buses were rerouted through Kenwood, bypassing Uptown. A shuttle ran from Lake Street and France Avenue to Uptown. It ended at Lake and Holmes, so the waiting shelter continued to see regular use.

In 1965 the St. Louis Park service was shifted from the Kenwood line to Route 17, the Nicollet-Hennepin line. Once again the Lagoon Avenue segment around the north shore of Lake Calhoun was through-routed to downtown. It's unclear if the new service turned from Hennepin onto Lagoon or Lake Street. Back then both were two-way streets.

Pioneer Press 1896

Another horse caught his foot in a cable slot yesterday morning. It happened at the Pioneer Press corner. Michael Hoolihan, an expressman, was driving over the tracks when the horse's shoe caught in the slot. In his frantic attempts to release himself the horse broke one of his hind legs. Secretary Hutchins of the Human Society was sent for and shot the animal. Traffic on the cable road was delayed for some time.

Hung on a wire

Minneapolis Journal May 25, 1898

Theodore Nelson, a lineman in the employ of the Twin City Rapid Transit Company, was very nearly electrocuted at Seven Corners at 2:30 yesterday afternoon. For fully three minutes the unfortunate man clung to the trolley wire, a current of 600 volts passing through his body, and electric sparks and blue flame burning his hands, which were tightly clenched to the live wire.

Nelson, in company with several other linemen, was on the wagon on which there is a scaffold, which is used by the company to repair its lines. He was at work on the top of the structure, and in some unaccountable manner completed a connection. There he stood, helpless, yet realizing that his life was being slowly burned out. The sparks flew, the blue flame indicated that his hands were being scorched. Everyone seemed to be afraid to touch him. In a minute or two several policemen and the man's fellow workmen secured a rope and succeeded in dragging him away from the wire and breaking the connection. The man was unconscious at this time and was carried into J. O. Peterson's drug store. Dr.



J. C. Ringnell was summoned, and dressed the patient's hands, which were severely scorched. After regaining his senses, Nelson was sent home. Dr. Ringnell stated that he believed the injuries would not be fatal.

About tokens

-Aaron Isaacs

At MSM we take for granted that our passengers pay their fares with streetcar tokens, but how did that come to be? There are two simple explanations.

1. After the five cent fare was increased to 6 cents in 1920, it took two coins to pay. With the next fare increase to 8 cents in 1925, it took four coins. Not only was that inconvenient for passengers, but it slowed fare collection. Tokens solved that problem.

2. Tokens made it possible to buy multiple fares at a discount, taking some of the sting out of fare increases.

Dimes, nickels and pennies were always accepted in the Johnson fare boxes on the streetcar. The fare box is designed to mechanically count coins and tokens, which are slightly smaller than a dime. Quarters won't fit through the fare box holes, so motormen, conductors and later bus drivers carried coin changers and made change, including change for dollar bills.

TCRT started using tokens, in the form we see today, in 1925. Because of the separate city franchises for Minneapolis and St. Paul, different tokens were minted for TCRT subsidiaries Minneapolis Street Railway and St. Paul City Railway. However, either token could be used anywhere in the system.

The table shows the history of fare increases and token prices. During World War II ridership increased dra-

Fare Change	Cash fare	Tokens per \$	Token fare	Discount
1924	\$.06	17	\$.06	0
1925	\$.08	17	\$.06	25%
1926	\$.08	15	\$.067	16%
1929	\$.10	13	\$.075	25%
1941	\$.10	12	\$.083	17%
1943	\$.10	13	\$.075	25%
1947	\$.10	11	\$.09	10%
1948	\$.11	9	\$.11	0
1949	\$.12	8	\$.117	2.5%
1950	\$.15	7	\$.138	8%
1953	\$.20	6	\$.18	10%

matically and TCRT was making windfall profits. The Minnesota Railroad & Warehouse Commission, which had the authority to regulate fares, required that TCRT lower the cost of six tokens from 50 cents to 45 cents.

After the war, ridership and revenue began to fall at the same time that TCRT was investing in new PCC cars and buses. 1948 saw the first cash fare increase since 1929 and the token discount was eliminated. It returned a year later, albeit much reduced, after a second fare increase to 12 cents.

After all the streetcar lines were converted to bus in 1954, TCRT continued to use the old tokens. In 1970 TCRT was purchased by a new governmental agency, the Metropolitan Transit Commission, which we know today as Metro Transit. The old tokens continued to be used until about the year 2000. They were gradually replaced by multi-ride punch cards and monthly passes. In their last years they were sold mostly to social service agencies who needed a way to give single rides to their clients. Sometime around 2000, Metro Transit created a new single ride token and stopped using the streetcar tokens. It donated about 14,000 of them to MSM.

You can tell when the tokens were made by looking at the signature on the back. If it says E. A. Crosby, it's from the 1930s. If it says D. J. Strouse, it's from the 1940s.

Tokens from other cities sometimes found their way into the farebox. They were a standard size and it wasn't hard to sneak one past a motorman or bus driver. Metro Transit collected them over the years and donated them to our museum. We used them to create the token display in the Linden Hills depot. We sold the extras.

Store tokens

-Dave French

On eBay I purchased a free token coupon ticket good on "St Paul Day," Saturday 10/25/1941 (see below). You had to spend 50 cents or more at one of the stores listed on the reverse side to get your token. It states that this is the Fall 1941 St Paul Day, I wonder if there were Spring, Summer, and/or Fall days, and if the stores had to pay for the tokens or did TCRT provide them gratis since it would promote ridership. Also this is the same size as a transfer and you had to redeem by 2 pm today 10/25 so I assume it was given out on the cars.

Bannons Mercantile Co
Besse Berkheimer
Borg & Powers Furniture Co

Burt's Shoe Store
Cardozo's
Chaix-Copley
Cook's Men's Store
Crystal Palace
The Emporium
Field Schlick
Foreman & Clark
Franklin's Women's Apparel
The Golden Rule
F&W Grand & Silver Store
W.T. Grant Co
Helen Inc.
Edward Hoffman Furniture Co.
Howard's Men's Clothes Shop
Husch Brothers
Kindy Optical Co
S.S. Kresge Co
Lerner Shop
Mccluskey Clothes
Maceys Inc
Morrison's
Frank Murphy
Neisner Bros. Inc
Newmans Cloak & Suit Co
Richman Brothers Co
Maurice L. Rothschild & Co
St Paul Book & Stationery Co
St Paul House Furnishing Co
The Andrew Schoch Grocery Co
Schuneman's Inc
Snyder Drug Stores
Tradehome Shoe Stores
Weyand Furniture Co
F.W. Woolworth Co Stores

THIS COUPON ENTITLES YOU TO

A Free Street Car Token

**Providing You Make a Purchase of 50c or More
At Any of the Stores Listed on the Reverse Side**

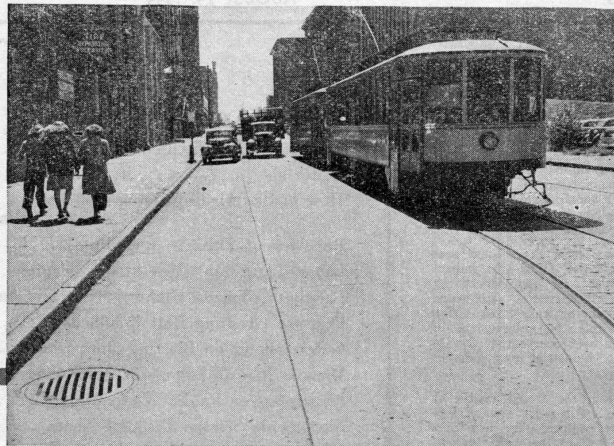
Today—Saint Paul Day Before 2 o'clock

**REMEMBER—This Coupon Must Be Redeemed for a Street Car Token at the Stores Listed on the Reverse Side, Before 2:00 O'clock Today—Saturday, October 25th.
ONLY ONE TOKEN ON ANY ONE PURCHASE OF 50c OR MORE**

1941

PROVED HIGHLY SCALE-RESISTANT under concentrated de-icing treatments

Minneapolis street and car-track test paving. After 5 winters of heavy applications of de-icing salts, sections laid with normal cement are badly scaled, while sections laid with Duraplastic are practically scale-free.



**Minneapolis car-track paving made with Atlas Duraplastic*
air-entraining portland cement practically scale-free after 5 winters
of repeated heavy applications of de-icing salts.**

You may never have a street-car paving job; but whether you do or not, you can be sure that concrete paving made with Atlas Duraplastic will be highly scale-resistant under applications of ice-removing salts. Such applications are particularly heavy on car-tracks and switches, for these must be kept constantly open and free from ice and snow. Similar car-track paving made with Atlas Duraplastic in St. Paul, South

Bend, Pittsburgh and other cities show equally satisfactory results.

These installations but substantiate the results of the original Universal Atlas test road at Hudson, New York (built 1938), and of the scores of Duraplastic paving installations now in service in more than a dozen states and cities. Many of these are now in their fourth or fifth year of service and all are practically scale-free.

For more information on Atlas

Duraplastic, write to our Technical Service Bureau. Ask for reprints of articles from technical journals giving details of actual installations. Universal Atlas Cement Company (United States Steel Corporation Subsidiary), Chrysler Building, New York 17, N. Y.

OFFICES: New York, Chicago, Albany, Boston, Philadelphia, Pittsburgh, Minneapolis, Duluth, Cleveland, St. Louis, Kansas City, Des Moines, Birmingham, Waco.

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ATLAS DURAPLASTIC CEMENT
A Universal Atlas Product

This pavement material ad appeared in a 1944 Engineering News record.

Bill the Motorman

Bill dispensed advice to motormen



BILL, says:

**"In Union There Is
Strength"**

Yep! we know there is something to this remark, because we belong to one and besides that we have a credit union too!

All of us fellows stick together pretty good. In other words, we don't cut into the other fellow's job and we try to give him a lift when we can.

But I wonder sometimes when I see some of the fellows I know in other crafts driving to work and carrying four or five of their pals, whether they ever think of us. I asked some of them, "Why not ride with us?" It might be a swell idea if we all took to asking that question. Eventually they might give us a break and we could sell them a union-made ride.

Bill

and conductors in Bus & Trolley News, the union newsletter.



BILL, says:

The best post-war plan I know includes trying to keep the customers we have now. Courtesy and consideration will go a long way toward this end.

Bill

*More Mesaba interurban
photos*

We couldn't fit all the good Mesaba Railway photos into the Winter 2023 issue, so here's a sampler, including color post cards.



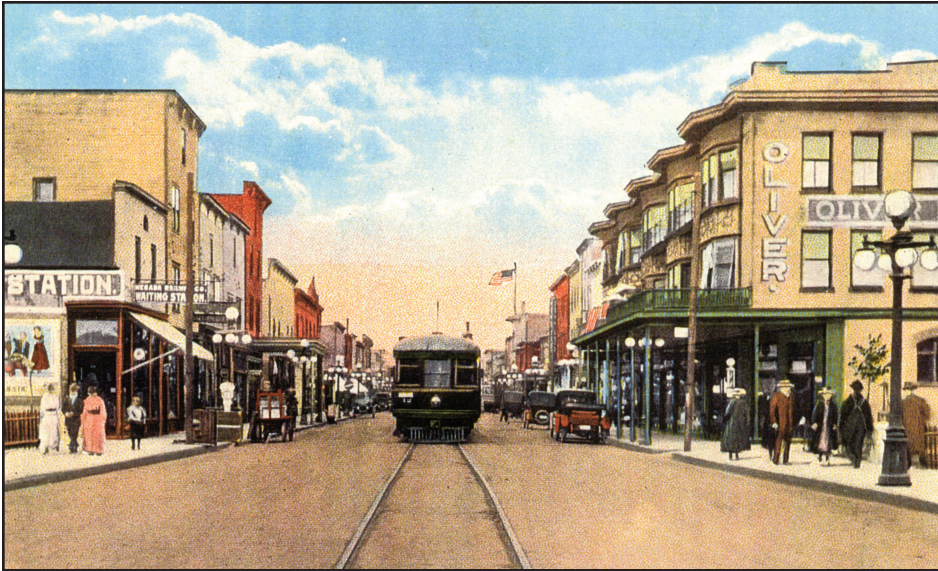
Mesaba #10 poses in front of the Virginia waiting station. Virginia Historical Society collection.



It appears to be the 4th of July on 3rd Avenue, the main street of the original Hibbing townsite. Dick Stoner collection.

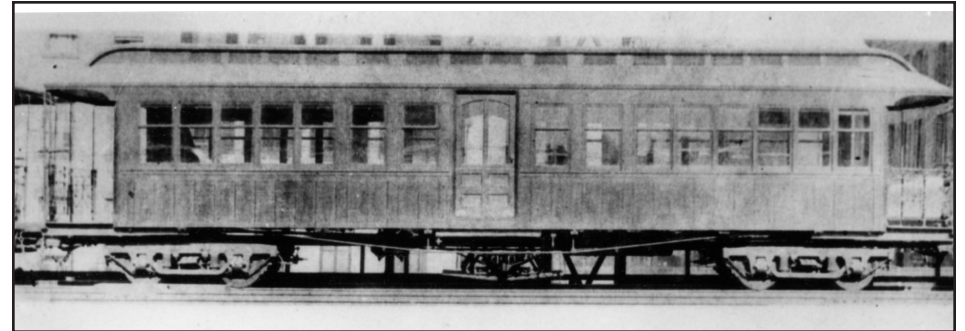


Collision with a train or just a derailment? We're not sure, but the North Hibbing-South Hibbing streetcar is on the ground at the Great Northern grade crossing on 1st Avenue, just north of Howard Street in South Hibbing. Aubin Studio photo, Dick Stoner collection.

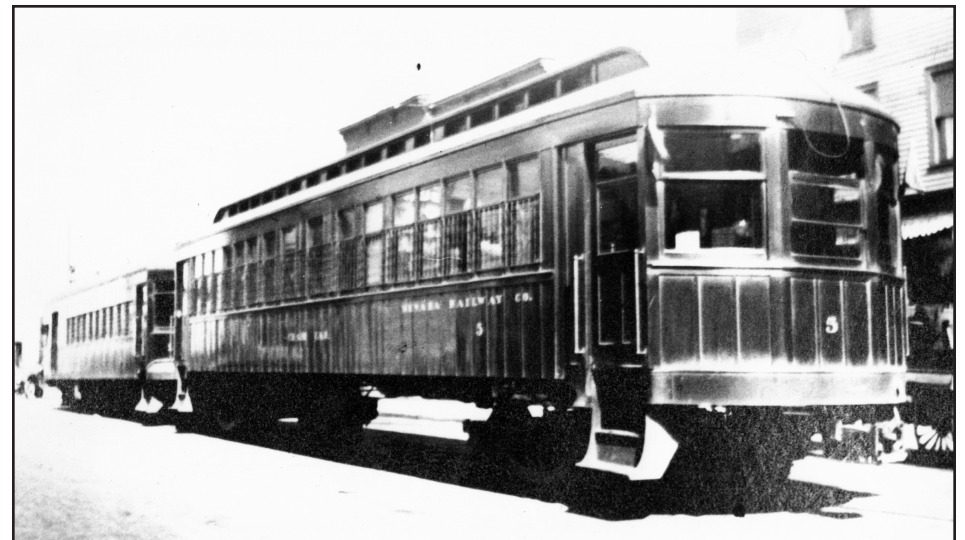
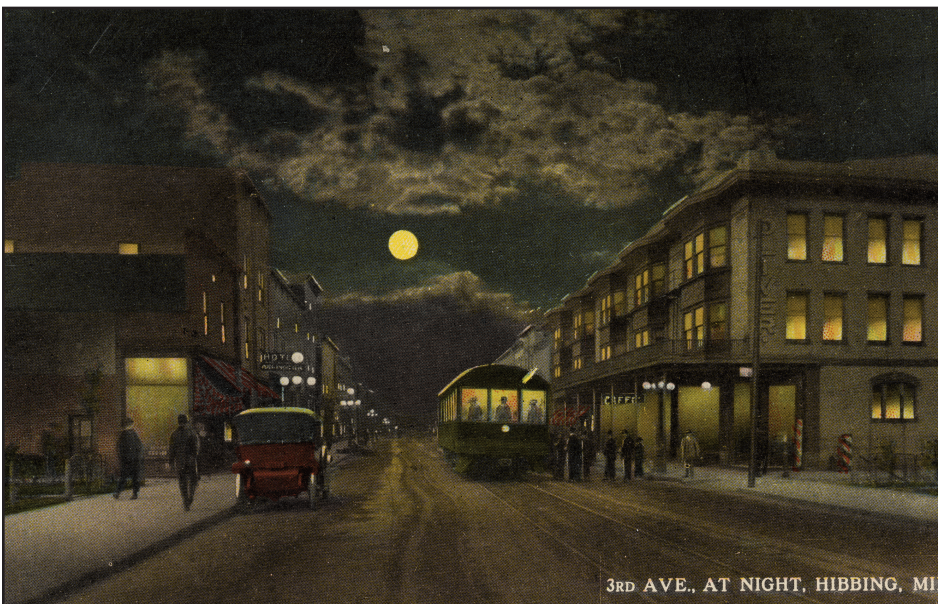


Above and below: Here are two colorized postcards of the same place in the original downtown Hibbing, on 3rd Avenue at the Oliver Hotel.

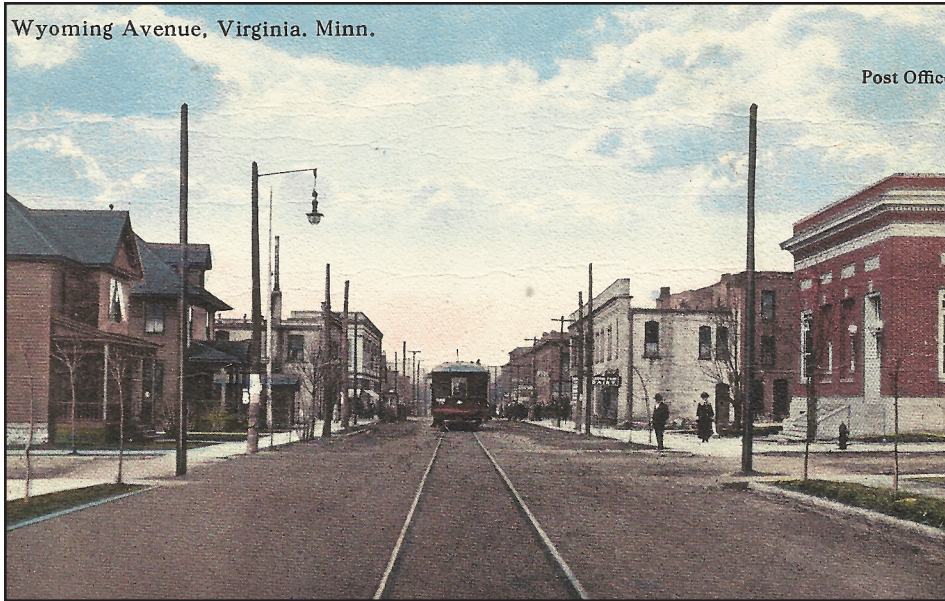
Above right: A typical two-car train, but the location is unknown. Douglas County Historical Society collection
Below right: Trailer #5, built by McGuire-Cummings, was notable for its railroad roof.



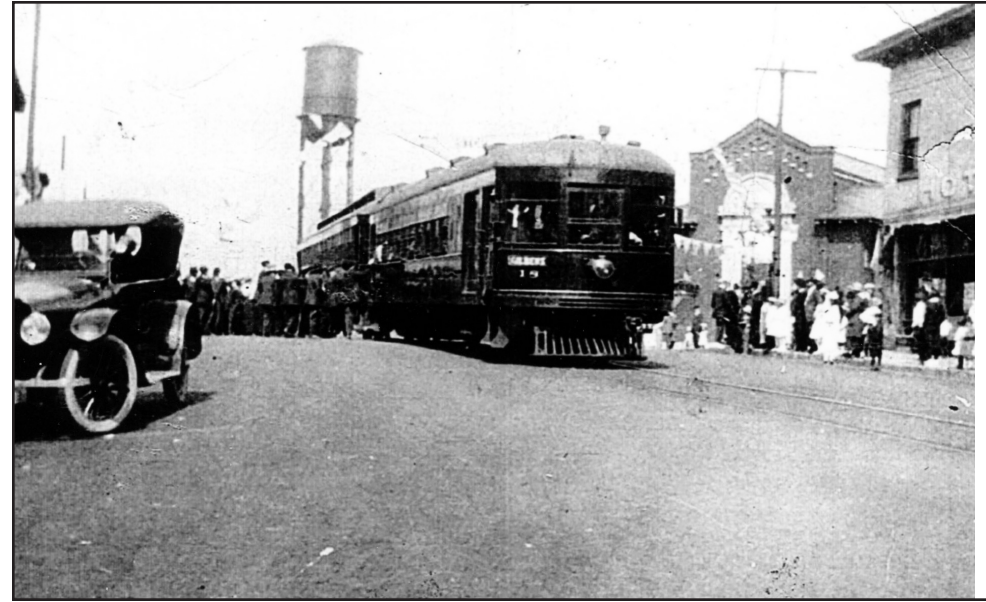
Above: To handle greater than expected passenger loads, the Mesaba bought trailer #7, a retired 1890s-vintage New York elevated car like this one.



Wyoming Avenue, Virginia, Minn.



Above: The interurban passed through Virginia north to south using Wyoming Avenue, now called 3rd Avenue W.



Here are three views of Lake Street in Chisholm.

Above: Loading passengers at the top of the hill. Note trailer #5 in the consist.

Below left: Looking uphill on Lake Street.

Below right: Looking downhill on Lake Street, with Longyear Lake in the distance.





This is the end of the Maria line, an off-street wye on the south side of Burns Avenue at English Street. When the Burns Avenue section was a shuttle with a double-ended car, the track extended a block further to Clarence Street. Ray Bensen collection.



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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